CENTRAL INTELLIGENCE AGENCY

REPORT

25X1

INFORMATION REPORT

CD NO.

COUNTRY

Poland

DATE DISTR.

20 June 1955

SUBJECT

Huta Zabrze in Zabrze (Hindenburg)

NO. OF PAGES

NO. OF ENCLS. (LISTED BELOW)

25X1

ACQUIRED

PLACE

DATE OF INFO.

SUPPLEMENT TO

REPORT NO.

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THIS IS UNEVALUATED INFORMATION

25X1

- 1. Huta Zabrze, formerly Donnersmarckhuette, is located on the north side of ul. Nowo Bytomska. To the east the premises of the steel works bordered on the Concordia Mine, to the northwest on a park, and to the north on the Mostostal Enterprise. The Huta Zabrze was under the control of the Ministry of Metallurgy.
- 2. The plant was not damaged during the war. After the war, a new large assembly shop and a foundry were erected. The power station located in the eastern portion of the installation was believed to serve the Concordia coal mine also.
- 3. Access to the installation was on ul. Nowo Bytomska, ul. Mikulczycka and through a gate from the premises of the Concordia Mine. The plant had railroad connection to the Hindenburg railroad station. Shop tracks served the individual workshops of Huta Zabrze.
- 4. The structural engineering department mainly constructed bridges and bridge sections which were assembled and tested in the assembly shops of the installation. The bridges were and shipped out by rail. Two bridges could be assemble in the new assembly shop. Large steel containers were also built A PU The this department. 1
- el, sheets and plates, materials required for welding operations, and coke arrived at the installation by rail. The work force of the plant numbered about 3,000 persons who worked in three shifts. About 600 workers including approximately 300 Germans worked in the new assembly shop. The average monthly pay of workers was 600 to 700 Slots. By working overtime, monthly wages could be increased to 900
- tallation had three direcotrs. General manager was one Subje rty functionary; technical di <u>es one Piester:</u>

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	Schutt was chief of the personnel assigned to Dipl.Ing.Gajda, and Difrequently visited by	engineering department. Germ e assembly department. Lead the Technical Bureau include pl.Ing.Nolde. The installat commissions of the Ministry, was under construction. Sove the installation.	ing German ed Herr Gold, ion was especially	
7.	were guarded by factor workshops were also guand to the individual special passes. A spec- precaution measures. F	urrounded by a wire fence, any police. The doors of the starded. Access to the area of workshops was only on presential commissioner was in characters aid courses were given or raid shelters had not been	individual the installentation of rge of air ran Fire fightin	ation id ng
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CLASSIFICATION

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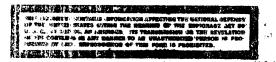
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SUPPLEMENT TO REPORT NO.



THIS IS UNEVALUATED IN ORMATION

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- 1. Muta Zabrze, formerly Donnersmarchhuette, is located on the north side of ul. Nowo Bytomska. To the east the premises of the steel works bordered on the Concordia Line, to the northwest on a park, and to the north on the Lostostal Enterprise. The Huta Zabrze was under the control of the Limistry of Metallurgy.
- 2. The plant was not damaged during the war. After the war, a new large assembly shop and a foundry were erected. The power station located in the eastern portion of the installation was believed to serve the Concordia coal mine also.
- 3. Access to the installation was on ul.Nowo Bytomska, ul. Mikulczycka and through a gate from the premises of the Concordia Mine. The plant had railroad connection to the Hindenburg railroad station. Shop tracks served the individual workshops of Hute Labrze.
- 4. The structural engineering department mainly constructed bridges and bridge sections which were assembled and tested in the two assembly shops of the installation. The bridges were then disassembled and shipped out by rail. Two bridges could be assembled at the same time in the new assembly shop. Large steel containers were also built in this department.
- 5. Structural steel, sheets and plates, materials required for welding operations, and coke arrived at the installation by rail. The work force of the plant numbered about 3,000 persons who worked in three shifts. About 600 workers including approximately 300 Germans worked in the new assembly shop. The average monthly pay of workers was 600 to 700 Floty. By working overtime, monthly wages could be increased to 900 Floty.
- 5. Subject rostallation had three directors. General manager was one Samel, a Marty functionary; technical director was one Piester; and administrative director was one Olegak. Foliah engineer Eubiakowski

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	headed the structural engi- Schutt was chief of the as- personnel ausigned to the Erpl.Ingu@ajda, and Erpl.I frequently visited by dome when the new workshop was frequently inspected the i	sently depart Technical Bar ng.Nolds. The dissions of th under constru	ment. Loading Gerr can included Herr installanden was a Ministry, errect	an Gold, allv	
7.	The installation was surrowere guarded by factory poworkshops were also guarde and to the individual work special passes. A special precaution measures. First was well organized. Air ra	lice. The doc d. Access to shops was onl commissioner aid courses	we of the individu the area of the in y on presentation was in charge of s were given. Fire f	al stallation of ir raid ighting	
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